



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving - PWGSC / Réception des
soumissions - TPSGC

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

Gatineau

Québec

K1A 0S5

Bid Fax: (819) 997-9776

LETTER OF INTEREST

LETTRE D'INTÉRÊT

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Ship Construction, Refit and Related
Services/Construction navale, Radoubs et services
connexes

11 Laurier St. / 11, rue Laurier

6C2, Place du Portage

Gatineau

Québec

K1A 0S5

Title - Sujet P&A - TUG LEASING FOR NLT PROJECT	
Solicitation No. - N° de l'invitation W8472-16NLTE/B	Date 2017-06-12
Client Reference No. - N° de référence du client W8472-16NLTE	GETS Ref. No. - N° de réf. de SEAG PW-\$\$MC-017-26347
File No. - N° de dossier 017mc.W8472-16NLTE	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2017-06-22	
Time Zone Fuseau horaire Eastern Daylight Saving Time EDT	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Lamothe, Brenda	Buyer Id - Id de l'acheteur 017mc
Telephone No. - N° de téléphone (819) 420-2916 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Specified Herein Précisé dans les présentes	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée See Herein	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

Request for Information
Department of National Defence
Naval Large Tug Project

Nature of Request for Information

The Naval Large Tug project will procure four (4) tugs to support the functions of the Queen's Harbour Masters (QHM), two (2) in the Maritime Forces Atlantic (MARLANT) and two (2) in the Maritime Forces Pacific (MARPAAC). These tugs will be a critical component in support of the Royal Canadian Navy.

This document is not a bid solicitation. This Request for Information (RFI) will not result in the award of any contract. As a result, potential suppliers of any goods or services described in this RFI should not reserve stock or facilities, nor allocate resources, as a result of any information contained in this RFI. Nor will this RFI result in the creation of any source list.

Furthermore, whether or not any potential supplier responds to this RFI will not preclude that supplier from participating in any future procurement. Also the procurement of any goods or services described in this RFI will not necessarily follow this RFI.

This RFI is simply intended to seek feedback from Industry with respect to the Information Package and four (4) questions supplied in Annex A by Innovation, Science and Economic Development Canada (ISED) on the Industrial Technological Benefits and Value Proposition (ITB/VP).

Nature and Format of Responses Requested

Respondents are requested to provide their answers to the questions supplied in Annex A on the Industrial Technological Benefits and Value Proposition (ITB/VP). Respondents are also requested to provide any feedback, comments or concerns they may have to this RFI. Respondents can also provide comments regarding the content, format, and / or organization of any draft documents including in this RFI.

Response Costs

Canada will not reimburse any respondent for expenses incurred in responding to this RFI. Respondents will have no claim for damages, compensation, loss of profit, or allowance arising out of providing answers and comments to the attached Annex A.

Treatment of Responses

Use of Responses: The responses received may be used by Canada to develop or modify procurement strategies or any draft documents contained in this RFI. Canada will review all responses received by this RFI.

Review Team: A review team composed of representatives of the Department of Public Services and Procurement Canada (PSPC), the Department of National Defence (DND) and the Department of Innovation, Science and Economic Development Canada (ISED)

will review each response. Canada reserves the right to hire any independent consultant, or use any Government resources that it considers necessary to review any response.

Confidentiality: Respondents should mark any portions of their response that they consider proprietary or confidential. Canada will handle the responses in accordance with the *Access to Information Act*.

Activity: Canada may, in its discretion, contact any respondents to follow up with additional questions or for clarification of any aspect of a response.

Contents of this RFI

This RFI contains the following documents:

1. Information Package and four (4) questions on the ITB/VP policy process – Annex A
2. Draft Naval Large Tugs RFI One Pager dated May 23, 2017 – Annex B
3. Draft General Statement of Operational Requirements dated May 16, 2017– Annex C

Comments regarding any aspect of the documents are welcome.

These draft documents remain a work in progress and respondents should not assume that new clauses or requirements will not be added to any bid solicitation that may ultimately be published by Canada, nor should the respondents assume that none of the clauses or requirements will be deleted or revised.

Questions to Industry

This RFI also contains specific questions addressed to Industry at Annex A. Responses to any of these questions are welcome and will help assist with the decisions from Innovation, Science and Economic Development Canada on whether the Industrial Technological Benefits will apply to this Naval Large Tug Project.

Enquiries

Because this is not a bid solicitation, Canada will not necessarily respond to enquiries in writing or by circulating answers to all potential respondents. However, respondents with questions regarding this RFI may direct their enquiries to:

Contracting Authority: Brenda Lamothe at brenda.lamothe@pwgsc.gc.ca

All communications regarding this Request for Information must be directed to the Contracting Authority to ensure fair and transparent treatment of all respondents.

Submission of Responses

Time and Place for Submissions of Responses: Responses should be provided by June 22nd, 2017, however they can be sent in prior to the closing date and they may be sent to:

Brenda Lamothe
Public Services and Procurement Canada
Marine Services and Small Vessel Sector
Small Vessel Construction Division
Place du Portage, Phase III, 6C2
11 Laurier Street, Gatineau, Quebec K1A 0S5
Or by email to: brenda.lamothe@pwgsc.gc.ca

Responsibility for Timely Delivery: Each respondent is solely responsible for ensuring its responses are delivered to the Contracting Authority on time to the correct locations listed above.

Identification of Responses: Each respondent should ensure that its name, return address, and questions answered in Annex A are clearly indicated.

Naval Large Tugs

The Government of Canada is consulting with industry as part of the development of an economic leveraging approach for the Naval Large Tugs project under the Defence Procurement Strategy. This procurement will be competed amongst Canadian shipyards in accordance with the National Shipbuilding Strategy and the Buy in Canada Policy. We are seeking your feedback to better understand if this project is sufficiently leveraged while ensuring a competitive marketplace. We have conducted internal market analysis and we have information on companies who may bid on this project. Small vessels projects support the growth of a sustainable marine industry including benefiting SMEs. The purpose of this RFI is to solicit your feedback on this project and inform the leveraging approach for this procurement.

1. Based on what you currently know about NLT, what do you anticipate would be the percentage labour vs materials breakdown for this project? Additionally, what portion of the materials can be sourced in Canada (as a percentage of the materials total value)? Please explain.
2. Do you have an existing design that can be used for this project? Will you procure this portion of the work in Canada?
3. Do you have experience on government procurements involving Industrial and Regional Benefits / Industrial Technological Benefits?
4. Do you foresee any challenges in participating in this procurement if this Policy is applied?

Reference: https://www.ic.gc.ca/eic/site/086.nsf/eng/h_00005.html

Background:

The Department of National Defence (DND) intends to replace its fleet of large tugs currently deployed in both HMC Dockyards Halifax in Nova Scotia and Esquimalt in British Columbia. It is expected that the requirement will provide for the construction, test, trial and delivery of four Naval Large Tugs. The Naval Large Tugs will replace the existing five Glen Class tugs and the two Fire Class tugs.

Design Characteristics:

- Daily in harbour operations consisting of hot or cold moves of existing and future warships, including two large tugs to move one Joint Support Ship.
- Delivering supplies or fresh water, buoy operations and other routine harbour tasks.
- Twin engine/propulsion plant as detailed in attached general SOR.
- Firefighting capability (FiFi 1).
- Full speed of at least 12 knots.
- Preferred length overall not to exceed 33 metres.
- Draft shall not exceed 6 meters.
- Modern configuration that includes ergonomic features enabling a single person operation from the conning position for any projected evolution in any direction.
- The vessels will be operated by a civilian crew holding Transport Canada certification;
- The vessels are to be built according to Transport Canada Near Coastal Voyage Class II Regulations and Standards and to a Transport Canada recognised classification society and.
- Crew size, range and hotel capacity as detailed in attached general SOR.

Canada does not consider the above list or SOR to be conclusive, nor does the Department of National Defence have any preference for a specific design.

Annex C

GENERAL STATEMENT OF OPERATIONAL REQUIREMENT

Version 16 May 2017



DSP NO	C.001339
TITLE	NAVAL LARGE TUG PROJECT

SPONSOR: Commander of the Royal Canadian Navy

General Statement of Requirements

Concept of Employment

The Royal Canadian Navy (RCN) will be purchasing four large tugs. Two large tugs will be required to move one Joint Support Ship (JSS). The large tugs will be of a commercial in service design and will require minimal customization to meet the requirements. The tugs shall perform a wide variety of tasks including harbour berthing, coastal towing, harbour fire fighting and other naval fleet support duties on a 24/7 basis. Daily services are scheduled; however, operational requirements often demand that services be initiated and/or continued outside of these regular working hours.

The tugs shall operate within 750 nautical miles of their respective home ports and conduct both in-harbour and out-of-harbour operations. Out-of-harbour operations will have a maximum combined transit and on-station time of ten (10) days. Longer deployments are possible, but will require port stops to refuel and replenish stores.

The tugs shall operate throughout the year in the wind, wave, tide and current conditions found in Canadian and US harbours and coastal waters. The tugs shall be capable of operating throughout a 24 hour day, in both unrestricted and restricted visibility as defined by the Convention on the International Regulations for Preventing Collisions at Sea (COLREGS).

Core Mission Tasks. All tugs shall be capable of performing the following QHM tasks:

- a. Perform cold and hot moves of all existing classes of RCN vessels (*Halifax*, *Kingston* and *Victoria*-classes), auxiliary vessels, floating industrial plants, and barges in tight cambers;
- b. Perform cold and hot moves of anticipated future classes of RCN vessels (Joint Support Ship (JSS), Arctic/Offshore Patrol Ship (AOPS) and Canadian Surface Combatant (CSC));
- c. Conduct out of harbour coastal towing of minor warships, auxiliary vessels, floating industrial plants, and barges to a distance of up to 750 nautical miles from home port;
- f. Provide a 24/7 afloat firefighting response capability within HMC Dockyards;
- g. Provide a fuel spill cleanup response by towing barges to the spill area and deploying containment booms, skimmers, and other cleanup equipment;
- h. Provide a salvage response capability by towing the floating crane and recovery barges to the salvage area for deployment;
- i. Service naval mooring buoys, both in harbour and at remote locations within 750 nm of the harbour, by towing and positioning the floating crane;
- j. Transfer at least 20 tonnes of fresh water to DRDC(A) Research barge;

General Characteristics

- Modern configuration that includes ergonomics features enabling single person operation from the conning position for any projected evolution in any direction .
- Naval vessels are comparatively thin-hulled in relation to commercial vessels and the tugs shall have an adequate fendering system to prevent structural damage and markings to naval vessels.
- The tugs shall be steel-hulled vessels built to a proven commercial design with a minimum 25 year life expectancy, and a wheelhouse and mast design to allow close contact with HMC Ships under the flare.
- Full load draft shall not exceed 6m.
- The tugs shall be built to Transport Canada standards and a Transport Canada recognized Classification Society. The tugs will also permit a Harbour Pilot to embark and disembark between the tug and vessel while both vessels are underway.

Crewing/Habitability

The tug's crew shall notionally be between three to six personnel, depending on employment. A minimum crew of three will be required for in-harbour operations, and a maximum crew of six will be required for out-of-harbour operations when the crew is required to stand watches. The tug design shall have accommodations for a mixed-gender crew of up to six to carry out in-harbour and near coastal operations of up to 10 days duration. The tug shall have cabins, a galley, and a crew lounge.

Manoeuvrability

The tugs shall achieve a minimum free-running speed of 12 knots at 80% Maximum Continuous Rating (MCR), unrestricted, fully loaded in calm water.

The tugs shall have:

- a. seamless, uninterrupted, and consistent thrust when changing the thrust vector through a full 360 degrees;
- b. the ability to turn the tug on its own position ("on the spot") without creeping or scribing an arc through the water (independent of current/wind forces);
- c. the ability to manoeuvre the tug sideways ("sidestepping") along a line of bearing, on any axis, with the operator having simultaneous and immediate control over the tug's heading, headway and sternway;
- d. an immediate response to control inputs changing the thrust direction and force; and
- e. a simple, intuitive, and easy-to-operate control system which gives the operator a high degree of control over both the direction and the force of the thrust.

Propulsion System

The propulsion system shall be based on a two marine diesel configuration driving at least two propulsion units which can provide 360 degrees of vectored thrust. The propulsion engines shall be fuelled by commercially available diesel fuel.

Deck Equipment.

The tugs shall have a hawser/towing winch (or winches depending on propulsion configuration) with self-tensioning control capable of holding enough syntetic line and/or wire rope for the size of tug and capable of operating at the tugs' maximum rated bollard pull.

Winches shall have both remote and local controls. Their primary control shall be from the bridge. Local controls shall be at a safe location in the vicinity of the winch. Winch controls shall be situated where there will be an unobstructed line of sight to the tow in the primary towing direction when operating the controls. All winches shall have a quick release mechanism controllable both locally and from the bridge.

Machinery Plant/Space

The machinery plant shall be unmanned in the course of normal operations. The tugs shall have an area located in or near the main machinery space with sufficient tool stowage for a typical, anticipated tool fit. Any special tools required for completing operator maintenance aboard the tugs shall be supplied, with stowage for spares to support at-sea operations for 10 days.

Electrical Plant

The electrical system for the tugs shall be designed and installed in accordance with TC regulations and the standards of a Classification Society. Electrical appliances shall comply with the CSA standards for equipment manufactured in Canada. Equipment manufactured outside Canada shall comply with CSA-

equivalent codes. The power requirements are:

- a. Primary ship's service power: at least 440 volts alternating current (VAC), 60 Hertz (Hz), 3 phase;
- b. Secondary power: 120 VAC, 60 Hz, 3 phase; and
- c. DC power as required for electronics

Pollution Control

The tugs shall be able to embark and deploy Tier 1 pollution response equipment, a skimmer, and a standard-size PVC barrel of oil spill response materials.

General Maintenance

Materials, machinery and equipment used in the tugs shall have proven logistical support chains (sales offices, warehousing spares, and field service representatives) established and operating in Canada. Builder will be required to provide relevant Original Equipment Manufacturer and system information to allow a Royal Canadian Navy minor vessel In Service Support contractor to develop a first, second, and third level maintenance schedules. Sufficient spares and consumable parts to execute planned maintenance for two years after acceptance shall be included for each vessel.

Environmental Sustainability

The tug shall comply with all national and international pollution prevention regulations in force or anticipated at contract award. All engines on the vessel, including main propulsion, fire pumps, and generators shall be compliant with applicable IMO regulations.

Delivery Requirements

Two tugs shall be delivered to Halifax, and two to Esquimalt for acceptance, to correspond with their intended place of employment with a complete Technical Data Package (TDP).

Familiarization Training General

The builder will be required to provide familiarization sessions with DND crews prior to delivery acceptance of their vessel.

Main Design Characteristics Summary Table

Draft	Not greater than 6m
Free Running Speed	Not less than 12 knots at 80 % of the maximum unrestricted continuous rating.
Minimum Manoeuvring Speed	1 knot
Bollard Pull	Minimum of 40 tonnes.
Note	Bollard Pull shall be suitable to meet operational requirements to cold move an auxiliary vessel with the following notional particulars 210m length overall with a displacement of 25,000 tonnes in 25 kts of wind and 2 kts of current.
Range	Not less than 2400 nautical miles at a transit speed of 10 knots.
Conduct coastal towing of 1000 tonne vessel	750 nautical miles
Endurance	Provisions and stowage for full complement for 10 days.
Full Complement	Full Complement is defined as six persons, mixed gender, Transport Canada certified.
Prime Movers	Twin Medium Speed Diesel Engines
Propulsors	Twin propulsion units providing 360 degrees of vectored thrust.
Provide 24/7 Firefighting	FiFi 1
Voyage Classification	Near Coastal Voyage Class II
Hull	Steel
Servicing naval mooring buoys	Deck area and crane to able complete service including the lifting and handling of buoys

